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HAWAII'S ROAD TO COMMERCE POINTED OUT BY E. E. PAXTON; PANAMA CANAL AND HONOLULU

This Port the Logical Focus of
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World He Says

By **ELMER E. PAXTON**

Chairman Chamber of Commerce
Committee on Harbors, Shipping
and Transportation.

(In Hawaii edition of S. F. Call.)

The Panama canal—the severance of two great continents and the union of two mighty oceans whose shores mark the world's greatest empires—will soon be a reality. American history will justify claim this work as the greatest engineering achievement of modern times, to endure for all ages. Although built primarily for the national defense, in the years to come it may be a highway of universal peace, through which an international commerce will be developed, binding the nations of the East and the West together in a strength of commercial unity hitherto impossible and unknown.

It has been said that the Pacific ocean, with its shores and islands, will be the future theater of the world's greatest commercial activity. The possibilities of awakened China, the growing world power of Japan, the vast undeveloped resources of Western America, in conjunction with the opening of the great waterway, certainly point to an ocean commerce of colossal proportions in comparison with the present day traffic.

Four thousand six hundred miles westward from Panama lie the Hawaiian islands, the "Crossroads of the Pacific" and America's greatest future naval base. These islands are unique in their location with relation to ocean routes, in their climatic and scenic attractions and in their material resources, considering limited area and population. The opening of the canal is therefore a matter of the keenest interest to every one in Hawaii who has a feeling of patriotic pride in great national achievements, who realizes the important part these islands will play in the national defense, and who looks forward to the great commercial and material benefits which will accrue to the Territory under vastly improved transportation facilities.

Importance to Navy.
"The importance of the island of Oahu as a great fortified naval base will be greatly increased by the opening of the canal. Admiral Cowles, commandant, naval station, Hawaii, sums up the situation as follows:

"The importance of Honolulu as a naval base has been so well recognized by those in authority, as is shown by the liberal appropriations which have been made by Congress for the development of this station, that it is not necessary to say any more on the subject except in so far as the strategic position of Honolulu is affected by the opening of the Panama Canal.

"Its situation will then be not far from the line of communication between the canal and China and Japan. One of our fleets coming from the Atlantic through the canal for operations in the Pacific would probably make its first stop here for final preparations. The stock of coal, ammunition and supplies of all kinds would therefore be kept at the maximum, as, whether going or returning, the fleet would naturally make this station its principal resort for replenishing or for repair. It would also furnish great opportunities as a rendezvous for reinforcement to the personnel of a fleet engaged in Chinese waters; that is, a rendezvous most secure and convenient. It may also be noted that with strong defensive batteries a fleet or its component parts could not be well confined in port, as opportunities for its escape from a blockading fleet would be excellent. The same conditions would offer it as a fine field for operations of submarines and destroyers against a hostile fleet. In fact, almost in the proportion as the opening of the canal would increase the efficiency of the fleet it would increase the importance of Honolulu as a naval base."

The temperature and healthful climate of the islands and their freedom from typhoons and tropical storms in general adds not only to the safety of the fleet, but to the comfort and welfare of the thousands of men who will be stationed there, in both the naval and military branches of the service.

Hawaii now exports annually \$46,000,000 worth of products to the mainland of the United States; about three-fifths of which goes to the Atlantic seaboard. Practically all of this freight is now transported by steamer to San Francisco, Mexico, thence by rail across the isthmus of Tehuantepec, and then again by steamer to destination. While this route is a great improvement over the long and uncertain voyage around Cape Horn, or the expensive route overland, the large amount of storage and rehandling across Mexico will be eliminated when the all-water route is opened through the canal. This will mean quicker delivery, less waste, more steamer lines and consequently lower rates of freight.

Hawaii is absolutely dependent upon

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on American shipping for the carriage of her products and passengers to and from the mainland. It is, therefore, of the greatest importance to the Territory that all vessels flying the American flag shall be accorded the privileges of the canal, and that free tolls shall be granted to all vessels engaged in the coastwise trade.

Not only will such policy effect a saving of at least a quarter of a million dollars annually to the Territory, but it would tend to give Hawaii what she badly needs—additional facilities for passenger travel. The restrictions of the coastwise laws on passenger travel have borne heavily on the islands and have retarded their development; but, with free passage through the canal for American vessels and with the proposed additional local steamers, the burden would be lifted and the Hawaiian islands will enter upon a new era of commercial development.

Hawaii's destiny is strongly linked with that of the Pacific Coast. The islands draw most of their supplies from San Francisco and Seattle, to which will doubtless be added in time, Los Angeles and San Diego. San Francisco has furnished nearly all of the outside capital invested in the island industries up to the present time; on the other hand, the Territory west of the Rocky Mountains is the natural market for Hawaii's two principal crops—sugar and pineapples. Whatever increases the population increases the consumption of these products, and there can be no question as to the influence the canal will exert in opening up the vast, undeveloped resources of California and her sister States. It is, therefore, only fitting and proper that the opening of the waterway shall be commemorated at San Francisco by the greatest industrial exposition the world has ever seen, and to which Hawaii will contribute her full share.

The long distance from the islands to the world's markets has hitherto confined their agricultural activities to the one great staple—sugar—to which has been added the canned pineapple industry during the last few years. The development of tourist travel, supplies for the naval and military posts, and the demands of an increasing population will call for a diversification of small and diversified industries, and the settlement and cultivation of lands unsuited for the staple products, which now await the hand of the industrious, bona fide home seeker. A shorter and cheaper route to the manufacturing centers of the East will doubtless encourage the cultivation of tobacco, sisal, cotton and other semi-tropical products, now more or less in the experimental stage.

Hawaii's greatest problem is now and ever has been that of labor—not merely efficient workers in the cane fields, but a laboring class eligible and desirable for American citizenship. Long experience has proved that the Latin races from the south of Europe adapt themselves most readily to conditions in the islands. Although many of these people on arrival are illiterate, they are sturdy and industrious, and under the liberal public school system of the Territory one or two generations make of them good, intelligent citizens and useful members of the community life of the islands. The long distance around Cape Horn, on the one hand, and the difficulty of transporting immigrants across the mainland, on the other, present almost insurmountable obstacles in bringing these immigrants to Hawaii. The distance from Gibraltar via Cape Horn to the islands is more than 12,000 miles, and with the best medical inspection and care that can be provided sickness and suffering are inevitable during the long unbroken voyage.

Trans-Pacific Routes.
Within the last six years, the Territorial Board of Immigration has expended three-quarters of a million dollars in the transportation of immigrants from Portugal, Spain, the Azores and Madeira islands to Hawaii. Notwithstanding the large amount, it has been fully justified in added labor supply, and in the Americanizing influence brought about by the ready assimilation of these races. After the completion of the canal, the distance will be reduced at least one-third, which will more than proportionately reduce the expense and hardships attendant upon the present route. The steamship lines which now run regularly from the Mediterranean to Mexican ports may be extended westward through the canal, affording immigration for a steady stream of immigrants from the countries above named.

There is much speculation as to the effect the Panama canal will have on international commerce. Whether any large amount of traffic between Europe and the Far East will be diverted from the Suez to the Panama will doubtless depend to some extent on the tolls which are levied on foreign ships and the facilities for procuring fuel and other supplies on the new route. Although experts widely differ in their surmises with regard to European commerce, they are agreed that the great curtailment of distance will encourage an enormous traffic between the east and west coasts of North and South America and also between the Atlantic coast and the Orient.

Following are comparative distances with Panama and Yokohama (the nearest Asiatic port) as objective points:

	Miles.	Miles.
Panama to Yokohama, via great circle.....	7,645	
Panama to Honolulu.....	4,585	
Honolulu to Yokohama.....	3,394	
Total via Honolulu.....	8,079	
Panama to San Francisco.....	3,246	

San Francisco to Yokohama via great circle.....	4,536
Total via San Francisco.....	7,782
Panama to San Francisco.....	3,246
San Francisco to Honolulu.....	2,070
Honolulu to Yokohama.....	3,394
Total via San Francisco and Honolulu.....	8,710

It is obvious from the above that merely from the standpoint of distance, the theoretical route between Panama and the Orient is via San Francisco and the great route, passing some 1,500 miles north of Honolulu. The excess distance, however, is only 297 miles via Honolulu and 928 miles via both San Francisco and Honolulu. Notwithstanding the additional distance, the logical and commercial route will be via Pacific Coast ports and the Hawaiian islands. The same reasons which make Honolulu a half way station for the existing steamer lines between San Francisco, Asia and Australia will also apply to the commerce of those countries via the canal. The imaginary great circle route stretches across a vast unbroken expanse of ocean, traversing in its course the cold and dreary latitudes of the North Pacific. No sane person would take such a route in preference to the somewhat longer voyage via the islands, over calmer seas and through softer climates.

Honolulu Will Be Rendezvous.
As the distance from Honolulu to Yokohama is about 2100 miles shorter than from San Francisco to Yokohama direct, a large steamer, by replenishing fuel and other supplies at Honolulu can carry several hundred tons more cargo on the through voyage. The paths of ocean commerce lead to points where freight is to be secured and where passengers wish to go. The greater the number of ports visited en route, the more opportunities there are for developing permanent traffic. The conclusion is therefore inevitable that Hawaii must be the rendezvous for tramp steamers and sailing vessels carrying full cargoes which would probably take the shortest possible route to destination.

No other point in mid-Pacific can begin to offer the facilities which will be afforded at Honolulu and other island ports for docking steamers and replenishing fuel and other supplies. Large sums are being spent by the Federal government in the improvement of Honolulu, Hilo, and Kahului harbors, while the Territory is now engaged in the construction of additional wharves at Honolulu and Hilo. Furthermore, the Navy Department in connection with its great works at Pearl Harbor is constructing a 1,000 drydock, which will be available and amply sufficient to handle the largest vessels that are likely to float in the Pacific.

The steady growth of tourist travel to the islands during the last several years in itself attests the unusual attractions they have to offer. With the opening of the canal it is likely that excursion steamers, similar to the Cleveland, will make winter cruises from the West Indies through the canal, along the California coast, thence westward via the Hawaiian Islands.

With a semi-tropical climate, tempered by the ever-blowing trades to a perpetual spring, stupendous mountain scenery, the greatest extinct and living volcanoes, a great military and naval base, all combined with every comfort and luxury provided modern civilization, Hawaii is destined to become the center of attraction for trans-Pacific travel, as a land of pleasure, rest and recreation.

M'NAB IS DRAFTING A NEW OPIUM LAW

District Attorney's Proposed
Bill to Provide for the Fining
of the Steamship Companies

SAN FRANCISCO, August 25.—Believing that the present Government statute providing fines for the captains of vessels whereon opium is found is insufficient and inadequate to cause any halt in the activities of drug smugglers, United States District Attorney John L. McNab is working upon a new law which he will ask the Treasury Department to sanction. The statute McNab proposes, if made effective, will impose a fine equal to the market product of the smuggled drug not upon the captain, but upon the steamship company operating the vessel. The finding of opium aboard the ship, the statute proposes, will be prima facie evidence of negligence on the part of the steamship company, and the fine may be imposed at once.

"The present statute is having no effect upon the opium traffic whatever," said McNab yesterday. "The captains are fined; refuse to pay their fines and litigation is the result. The statute I will ask the Treasury Department to sanction will place the burden of the responsibility where it belongs—upon the steamship company itself. Such a law will be the only measure that may be hoped to put an end to the storing of immense quantities of opium aboard a vessel to be smuggled ashore upon the ship's arrival in San Francisco."

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